



**PORTLAND FREIGHT COMMITTEE  
AGENDA  
Meeting No. 127**

WHEN: Thursday, January 9, 2014 @ 7:30 AM  
WHERE: Lovejoy Room (2nd Floor), City Hall,  
1221 SW 4<sup>th</sup> Avenue

<b><u>Time:</u></b>	<b><u>Topic:</u></b>	<b><u>Lead:</u></b>
<b>7:30 AM</b>	<b>Coffee/Pastries/Introductions</b>	<b>All</b>
<b>7:35 AM</b>	<b>City Bureaus and Agencies</b> Bureau reports of upcoming topics and announcements.	<b>Pia Welch</b>
<b>7:50 AM</b>	<b>Hot Topics, Points of Interest, Successes</b> PFC members will report on current topics of interest from their respective industries: <ul style="list-style-type: none"><li>• Rivergate transportation issues and next steps</li><li>• Powell-Division steering committee freight representative</li><li>• SE Quadrant/CEID freight work session</li></ul>	<b>Pia/Committee Members</b>
<b>8:15 AM</b>	<b>Road Reorganization Projects and Process</b> PBOT City Traffic Engineer - Rob Burchfield and Active Transportation Manager - Dan Bower will both lead a discussion on the city's approach to road reorganization projects (aka road diets), what projects are being proposed and impacts on the transportation network (see attachments).	<b>Rob Burchfield and Dan Bower</b>
<b>9:30 AM</b>	<b>Adjourn</b>	
<b>Next Meeting – February 6<sup>th</sup> 2014</b> <ul style="list-style-type: none"><li>• PFC Priorities for 2014</li><li>• PFC Annual Report</li><li>• PBOT Budget and Funding (tentative)</li></ul>		

Questions about this agenda or other questions about the Portland Freight Committee (PFC):

- Contact Robert Hillier, 503 823-7567 or [Robert.hillier@portlandoregon.gov](mailto:Robert.hillier@portlandoregon.gov)
- Also visit the Portland Freight Committee website at: [www.portlandonline.com/transportation/freight](http://www.portlandonline.com/transportation/freight)

**Notes from Meeting No. 125  
Portland Freight Committee  
December 5, 2013  
7:30 AM, Lovejoy Room, (City Hall)**



**Agency Reports and Hot Topics**

- Debra Dunn (Oregon Trucking Association) reported on recent meeting she attended with the Western States Transportation Alliance (WSTA) where size and weight was the focus. WSTA approved draft legislation to provide western states the opportunity to conduct a size and weight pilot project. The legislation would need congressional approval. The pilot gives states that can only haul 80,000 lbs the opportunity to test hauling larger loads under restrictive conditions.
- Bob Hillier reported that an open house for the Foster Road Transportation and Streetscape Plan will be held this evening (December 5<sup>th</sup>) to solicit comments on the recommendations which call for reducing the number of travel lanes on Foster between SE 50<sup>th</sup> Ave. and SE 90<sup>th</sup> Ave. from four to three lanes and adding bicycle lanes.
  - It was asked if the city had modeled the impacts on air quality and traffic in other neighborhoods (i.e., SE Holgate) resulting from anticipated traffic diversion.
  - A discussion ensued on the need for the City to take a more system-wide approach with projects that reduce traffic capacity and the unintended consequences on transferring pollution and traffic to other neighborhoods.
- Tony Coleman (ODOT) reported on the North Williams Traffic Operations Safety Project regarding the Winning Way to I-5 on-ramp and the challenge of sorting bicyclists and motor vehicles in advance of the intersection at NE Broadway. This project was part of the proposal for the NE Quadrant Plan.
- Susie Lahsene (Port of Portland) reported on a breakout session on transportation that will be held at the Oregon Business Summit.
- Corky Collier (Columbia Corridor Association) reported on a successful \$335,000 EPA grant to purchase six new clean diesel trucks.
- Rob Mathers (Kinder Morgan) reported on recent activities by the Working Waterfront Coalition - chaired by former PFC chair Ann Gardner - and their communications with Commission Novick regarding the “Green Hierarchy,” Comprehensive Plan and Transportation System Plan and other city policies impacting freight mobility and industrial land development. Rob cited previous PFC letters and comments on these issues that were provided to Commissioner Novick.

**Transportation System Plan Update**

Bob Hillier (PBOT) provided an update on the City’s TSP work program and led a discussion new capital freight projects and initiatives. A discussion ensued about prioritizing and funding critical freight projects including the North Rivergate Boulevard Grade Separation and Intersection Improvement and the North Hayden Island Drive Improvements supporting the West Hayden Island Plan.

**Port of Portland Rail Plan**

Kathryn Williams (Port of Portland – Business and Rail Affairs Manager) presented the key findings and recommendations from the Port of Portland Rail Plan Update. The Plan identifies 29 infrastructure projects in both Oregon and Washington, with 18 within or near the Port of Portland, 6 Portland area main line projects, and 5 Washington main line projects for a total of \$580 million.

**PFC Chair/Vice Chair Elections**

- The PFC membership unanimously approved Debra Dunn and Pia Welch to serve as the Chair and Vice Chair for the next two year term.

**Meeting adjourned at 9:30 a.m.**

**Next Meeting:**

January 9, 2014

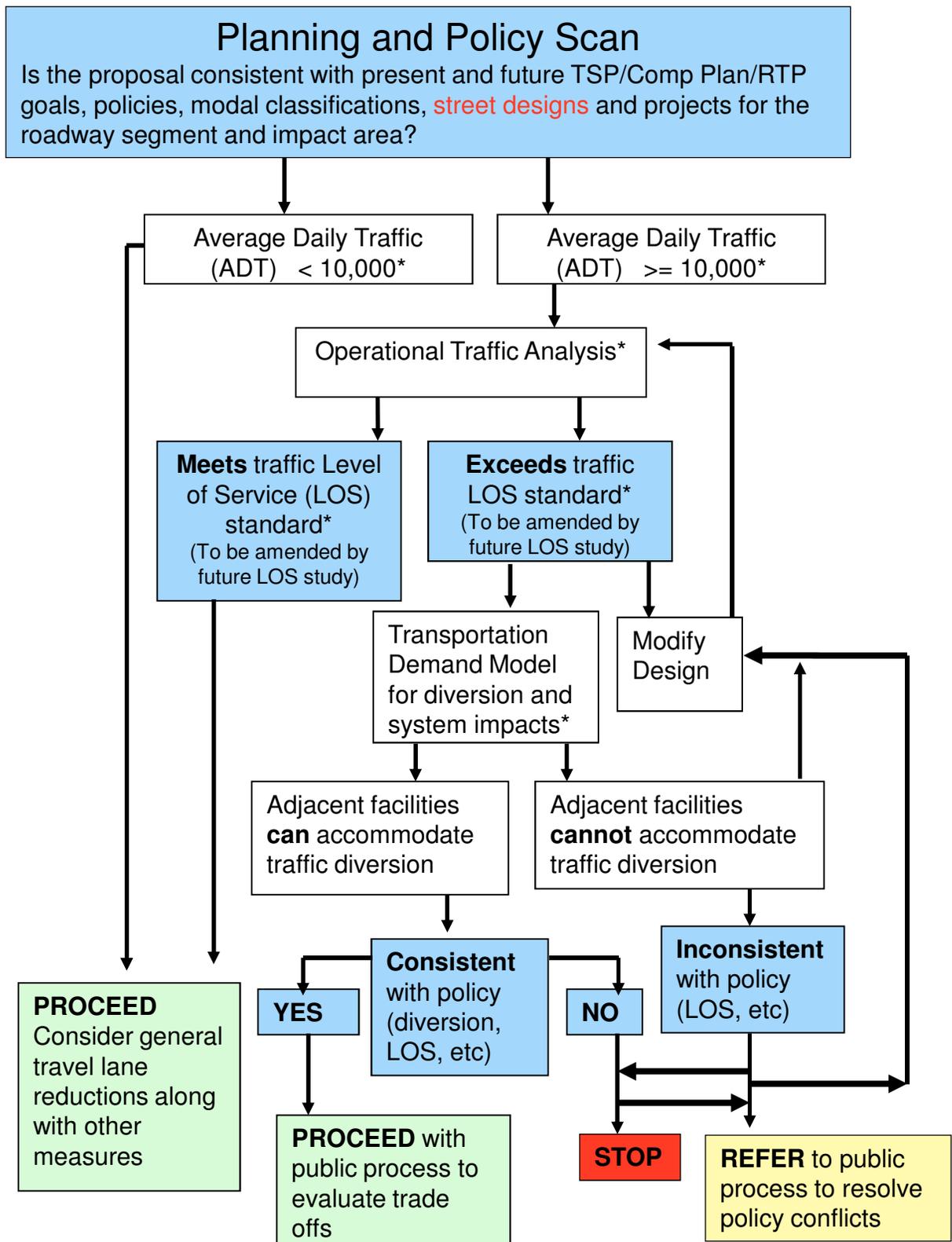
7:30 – 9:30 AM

The Lovejoy Room (City Hall)

1220 SW 5<sup>th</sup> Avenue, Portland, OR

# Travel Lane Reduction

## Technical Analysis Flow Chart



\* Present and future traffic volumes (2035 or 20 year horizon)

# Summary of Travel Lane Reduction on Portland Roadways

## Focus on Safety, Street Completeness and Network Balance

Travel lane reduction, also known as a road diet or road reorganization, is a tool that many jurisdictions employ to achieve a number of transportation objectives, including traffic safety goals.

In the Portland Metro area, arterials account for 59% of serious crashes. It is the regional and City goal to reduce fatalities and serious injuries 50% from 2005 to 2035.

The FHWA recommends travel lane reduction as one of nine proven safety countermeasures, citing that it reduces all roadway crashes by an average of 29%.

## Inner-Agency Coordination

PBOT's Signals, Planning and Active Transportation groups maintain a master list of Portland's 4-lane roadways (roadways that *could* be considered for road diets) in order to act in a coordinated manner.

## Recent and potential upcoming safety projects that considered and may consider travel lane reductions

Roadway	Freight Classification
2013	
SE Division, 60 <sup>th</sup> -80 <sup>th</sup>	Local Service Truck St
NE Glisan, 60 <sup>th</sup> -82 <sup>nd</sup>	Truck Access St
2014	
E Burnside, 14 <sup>th</sup> -30 <sup>th</sup>	Truck Access St
SW Capitol Hwy/49 <sup>th</sup> , Huber to Hidalgo	Truck Access St
SE Holgate St, 25 <sup>th</sup> to 29 <sup>th</sup>	Priority Truck St (25-26 <sup>th</sup> ) Truck Access St (26-29 <sup>th</sup> )

TSP Truck Classifications:
Regional Truckway
Priority Truck Street
Major Truck Street
_____
Truck Access Street
Local Service Truck

## Portland Roadways with Travel Lane Reduction

### SE TACOMA ST, Sellwood Bridge to SE 23<sup>rd</sup> Ave – 2002

#### ROADWAY IMPROVEMENTS

- Conversion from 4 lanes (2 travel lanes in each direction) to 1 travel lane in each direction, plus a combination of a center turn lane, bike lanes, and parking.
- Roadway reconstruction & paving
- New pedestrian ramps and on-street parking
- Pedestrian islands and curb extensions
- Marked crosswalks
- Adjacent side streets: speed bumps and diverters

#### OUTCOMES

Crash Reduction: 26% fewer crashes comparing eight years of pre-data and eight years of post-data.

Diversion: 13.4% reduction in volumes on Tacoma *and* reduction in volumes on adjacent side streets (34-41% on Spokane; 17% on Umatilla).

#### Speed Reduction:

- Reduction in speed: 23% EB and 39% WB
- Percent of traffic traveling  $\geq 10$  MPH over posted 30 MPH speed limit: EB from 16% to 3% and WB from 10% to 2%.

### SE DIVISION ST, SE 60<sup>th</sup> to SE 80<sup>th</sup> Ave – 2013

#### ROADWAY IMPROVEMENTS

- Restriping roadway from 2 travel lanes in each direction to 1 travel lane in each direction, a center turn lane and bike lanes.
- Median island and marked crosswalk at SE 68<sup>th</sup> (to be constructed early 2014)

#### OUTCOMES

PBOT will take counts in early 2014 to determine travel time change, LOS, and diversion.

Preliminary Travel Times for TriMet buses show the biggest difference in median bus travel time is 16 seconds longer (8.2% increase) EB in the PM peak. Otherwise, there is little change.

### NE GLISAN ST, NE 60<sup>th</sup> to NE 82<sup>nd</sup> Ave – 2013

#### ROADWAY IMPROVEMENTS

- Restriping roadway from 2 travel lanes in each direction with pro-time parking to 1 travel lane in each direction, a center turn lane and permanent parking.
- RRFB, median island, and marked crosswalk at NE 78<sup>th</sup>
- RRFB, median island, and marked crosswalk at NE 65<sup>th</sup> (planned improvement 2014)

#### OUTCOMES

PBOT will take counts in early 2014 to determine travel time change, LOS, and diversion.

Preliminary Travel Times for TriMet buses show the biggest difference in median bus travel time is 16 secs longer (4.1%) EB in the PM peak, 16 secs longer (6.3%) WB mid-day and 13 secs longer (4.7%) WB in the AM peak. Otherwise, there is little change.

## Portland Roadways with Travel Lane Reduction

### SE FOSTER Rd, Powell Blvd/SE 50th to SE 90th Ave

#### RECOMMENDED ROADWAY IMPROVEMENTS

- Conversion from 4 lanes (2 travel lanes in each direction) to 1 travel lane in each direction, plus a center turn lane, bike lanes, and parking.
- Wider sidewalks from 84<sup>th</sup> to 90th Ave
- New median refuge islands with marked crosswalks and rectangular rapid flash beacons
- New curb extensions
- Some bus stop consolidations and addition of bus shelters
- More and larger trees

#### ESTIMATED OUTCOMES

Greater accessibility by all modes, a safer corridor that supports businesses and neighborhoods

Crash Reduction: Foster Rd is a High Crash Corridor with over 1,200 crashes and 8 fatalities in the last 10 years. Crash reduction related to travel lane reallocation is expected to be from 20% or more

Diversion: During peaks (morning and evening) up to 30% of the peak-direction trips could find other routes using other arterials. No significant change during non peaks.

Speed Reduction: Reduction in speeds

An estimated 3 additional minutes (from 7 to 10 minutes) to travel the entire corridor during the PM peak in the peak direction (eastbound) and the AM peak in the peak direction (westbound). No significant change during non peaks.